

PASSAGE THREE (Questions 7–9)

The Golden Age of Railroads refers to the period from the end of the Civil War to the beginning of World War I when railroads flourished and, in fact, maintained a near monopoly in mass transportation in the United States. One of the significant developments during the period was the notable increase in uniformity, particularly through the standardization of track gauge and time.

Line
(5)

At the end of the Civil War, only about half of the nation's railroad track was laid at what is now the standard gauge of 1.4 meters; much of the rest, particularly in the southern states, had a 1.5-meter gauge. During the postwar years, tracks were converted to the 1.4-meter gauge, and by June 1, 1886, the standardization of tracks was completed, resulting in increased efficiency and economy in the rail system.

(10)

A further boon to railroad efficiency was the implementation of standard time in 1883. With the adoption of standard time, four time zones were established across the country, thus simplifying railroad scheduling and improving the efficiency of railroad service.

7. According to the passage, the Golden Age of Railroads

- (A) occurred prior to the Civil War
- (B) was a result of World War I
- (C) was a period when most of U.S. mass transportation was controlled by the railroads
- (D) resulted in a decrease in uniformity of track gauge

9. The passage indicates that standard time was implemented

- (A) before the Civil War
- (B) on June 1, 1886
- (C) after World War I
- (D) before standardized track gauge was established throughout the United States

8. The passage mentions that which of the following occurred as a result of uniformity of track gauge?

- (A) The Civil War
- (B) Improved economy in the transportation system
- (C) Standardization of time zones
- (D) Railroad schedules